



Hongkong Daily Press.

ESTABLISHED 1857

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HONGKONG, MONDAY, JUNE 17TH, 1901. 壹年零壹月陸年壹百九千壹英港香 PRICE. \$2 1/2 PER MONTH

WATSON'S
"B"
SUPERIOR VERY OLD
COGNAC
BRANDY.
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brandy to Hongkong
for over half a century
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
Fine OLD HIGHLAND WHISKY.
Sole Shippers—CUTLER, PALMER & CO.
is obtainable in Hongkong of their Agents.
SIEMSSSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 10.00 a.m. Every 15 minutes.
10.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. to 9.45 to 11.15 p.m. very 3 hours.
STANDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and in this respect
the establishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKIRDY & CO.
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORLAND CEMENT.
\$3.50 per Cask of 375 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.

SHIENWAN TOWERS & CO.
General Managers.

Hongkong, 1st June, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT
Moderate Rates.

W.M. PABLINE,
Manager.

Hongkong, 17th February, 1899.

THE VICTORIA DISPENSARY
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SPECIALTIES

AYALA CHAMPAGNE. EXTRA QUALITY.
This is one of the most Popular Brands in London. Supplied to ALL the principal
Clubs and Hotels.

PRICE. 2 Doz. Pints. 1 Doz. Quarts.
\$42.00 \$40.00

ROUSSILLON CHAMPAGNE. RESERVE CUVEE.
The Favourite Brand in NAVAL and MILITARY Messes.

PRICE. 2 Doz. Pints. 1 Doz. Quarts.
\$36.00 \$35.00

"DRY ROYAL" SAUMUR.
A most delicious Sparkling wine and extremely moderate in price.

PRICE. 2 Doz. Pints. 1 Doz. Quarts.
\$32.00 \$31.00

BUCHANAN'S WHISKY. "BLACK & WHITE" HOUSE OF COMMONS
This splendid and well-known Whisky has one of the Largest Sales in England and the
Colonies. It is wonderfully MELLOW and WELL MATURED.

PRICE. Per Doz. \$16.00. Special Rates to the Trade.

SOLE AGENTS for above—LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC. C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY.

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

[a47]

AERATED WATERS.

WATKINS'

CROWN BRAND.

UNSURPASSABLE FOR PURITY AND

FLAVOUR.

SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.

WATKINS, LIMITED.

PHOTOGRAPHIC

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

[a48]

AQUARIUS.

SPARKLING MINERAL TABLE WATER.

Is made from Pure Treble-Distilled Water, which fast renders it

impossible for it to contain any impurities of any nature whatsoever, and it

has the additional advantage of mixing freely with WINE and SPIRITS without in any

way destroying their character.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 11th June, 1901.

[a49]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSSEN & CO. SOLE AGENTS.

W. BREWER & CO.

NEW STOCK.

VULCANITE PENHOLDERS.

SWAN, FOUNTAIN PENS, CHEAP SILURIAN NOVE PAPER and ENVELOPES, CHEAP BUSINESS ENVELOPES.

Cassell's Academy Pictures— to be Complete in 5 Parts—Part I... \$3.50

Navy and Army Illustrated, Vol. XI... 10.00

Siege of Peking, Legations, by Rev. Roland Allen... 4.50

Queen's Number of The Sphere... 3.00

Pro Patria, by Max Pomber... 1.50

Memorial Prayer Book... 1.25

Lyabeth by Rider Haggard... 1.50

China's Only Hope, by Chan Chi Tung... 2.25

Bole the Impossible, by Sarah Grand... 1.50

Dues and Charges Foreign Ports, &c... 10.00

Know Your Own Ship... 4.50

Marine Engineering by Seaton... 13.00

Elementary Steam Engine, by Jameson... 2.25

Dictionary of Medicine, by Thompson and Steele... 6.50

Pocket Atlas of the World... 1.50

Chinamen at Home, by Thos. G. Selby... 2.25

Pear's Marvellous Cyclopedie... 0.70

23 & 25, Queen's Road, Hongkong.

[a39]

YOST TYPEWRIT. R.

20 GOLD MEDALS.

GOLD MEDAL PARIS EXHIBITION, 1900.

THE LARGEST ORDER EVER GIVEN

FOR TYPEWRITERS

by any Government, Corporation or Private

Firm in any part of the Globe has

been placed with the

YOST TYPEWRITER CO., LTD.

156 YOST MACHINES

having been ordered by H. M.'s GOVERNMENT for immediate delivery. This being

the THIRD RECORD ORDER received for

the YOST, after that Machine had been

THOROUGHLY TESTED against all other

makes, it proves conclusively that

THE YOST IS THE BEST

TYPEWRITER.

Catalogues and Full Particulars of this

WONDERFUL MACHINE on Application.

KELLY & WALSH, LIMITED.

[a40]

BRANDIES.

OTARD, DUPUY & CO., 1848 PER BOTTLE.

" V.S.O.P. \$7.00

" THREE STARS 4.00

" ONE STAR 2.50

J. & F. MARTELL, THREE STARS 1.75

EXSHARO'S NO. 1 3.00

J. HENNESSY & CO. (Bottled in Cognac) THREE STARS 2.75

EDMOND NAETELL & SANGE 1.75

FAVORI (GREEDY & CO.) 1.50

NATIONAL COMPANY, LIMITED 1.00

COOKING BRANDY 0.50

Apply to—

G. GIRAUT.

[a45]

UNITED ASBESTOS ORIENTAL

AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.

"GLADIATOR" Packing

INTIMATION.

A. S. WATSON & CO.,

LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OFAERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY,

HONGKONG.

Hongkong, 31st May, 1901.

[35]

BRIEF.
On the 5th June, 1901, at Philadelphia, Pa., U.S.A., the wife of FRANCIS HATHAWAY HASKELL, of Shanghai, of a daughter.

DEATHS.

On the 14th June, at the Kennedy Town Hospital, JOHN BROWNHILL, of Inverlochkin, Fifeshire, Scotland. [151]

On the 9th June, 1901, at the General Hospital, Shanghai, FREDERICK HERBERT SAWYER, of the Imperial Bank of China, Shanghai.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 17th June, 1901

THAT it would be better for all concerned that China should work out her own salvation is a sentiment in which all may agree, and the only question to the front is whether or not there is any evidence that there is enough vitality left in the body politic to recover from the shock of the past twelve months. If we examine into what has been the result of our occupation of Chihli, the same reply meets us from every side that, except in the spots actually garrisoned by the foreign troops, the state of disorganisation of the country is far worse than before the occupation. This is not a reassuring statement, yet it is the plain fact, and one that affords much cause for reflection. That both sides are to blame is, we fear, indisputable; on the one side the foreigner has done many things that have not tended to raise him in the estimation of the inhabitants, and on the other the officials with whom we descended to treat were themselves too deeply involved in the continuance of abuses to desire to bring about any real understanding. While such was the character of the so-called peace envoys, the Court that they represented was equally suspicious of its self-appointed envoys and of its people at large. Even before the palace coup d'état the breach between Peking and the provinces has been growing daily wider; the supercession of the Emperor and the reign of folly that succeeded served only to widen the breach; while our forced acceptance as a go-between of the ex-Viceroy Li Hung-chang, who had lost the confidence of both sovereign and viceroy by his traitorous intrigues with Russia, only completed the confusion. It formed no part of Li's plan to bring about a reconciliation; a *persona grata* to no party, whichever came uppermost he had nothing to hope for, and his only prospect lay in preventing an understanding, and his entire energies have been devoted to this end. The Court and its surroundings had equally no desire to bring about a reconciliation,

and, in this point alone it consistently worked with the arch intriguer. On the other hand the great viceroys were sincerely desirous for the restoration of order, and in this they were unexpectedly assisted by the Governor of Shantung, Liu Kung-ki.

Liopenly declined to follow the reactionary party in its career of madness, and was sufficiently strong to engage in the cause of order his colleague in the Hu provinces; the Futa of Shensi, Manchu though he was, refused to have his province made a focus of disorder, and fortunately in the long run the newly appointed Viceroy of the two Kwangs, Tao Mu, was sufficiently patriotic to follow the like course. On the one hand then we have the curious spectacle that the nominal government of the Empire is bent on carrying on to the end those principles of misgovernment that have reduced the state to its present condition, while the most powerful of the provincials are equally determined to maintain within their jurisdictions the universal principles of law and order. To a certain extent our Government has had the good sense to see this and act on it, and on the Yangtze at least has succeeded in maintaining a good understanding with the viceroys; had it pursued a like course in the north, there is some evidence that its efforts there might have been equally successful. It, however, preferred to coquette with the elements of disorder; and the consequence is that after eight months of ineffectual effort, the man of its choice has proved the truth of the advice given, but rejected, and after leading it into the jaws of destruction has finally ended by plunging the state into even worse difficulties than it had to face at the beginning. If matters had gone no further than this, a little instance would possibly have been sufficient in bringing affairs to a conclusion, but the measures being taken to induce the return of the Court are unfortunately being made use of to bring about a reaction. Conscious of our failure when opposed to so accomplished an manipulator as Li we have gone into the other extreme, and left to him and the Court clique almost a free hand. Little indications from time to time indicate the line of policy intended to be pursued by these worthies. The Futa of Shensi as at the beginning declined to follow the example of the notorious Yu Hsien is only the first marked out for vengeance; and we studiously decline to interfere, and stand by while he is being made the subject of persecution. The Futa of Shensi as the weakest is only the first selected for vengeance. The appetite for crime increases with its enjoyment, and the victims are not intended to end with one martyr. No man has incurred so deeply as the Viceroy at Nanking the insatiable hatred of the Dowager Tsz'mi; she has been foiled so far, but she is not a woman to pause when the end is the destruction of an enemy who has stood in her way; and if we weakly permit this last reactionary effort to once gain headway, we shall have to answer before many months are past for a revival of the horrors of last June.

The Praya East Hotel has been placed in bounds to the garrison by the military authorities.

Sir John Carrington, Kt., C.M.G., leaves on Wednesday, 26th inst., for a three months' tour in Japan.

The resignation by Capt. G. H. Potts of his commission in the Hongkong Volunteer Corps has been accepted.

The meeting of those interested in the purchase of Australian water griffins will take place at Mr. Chater's office, at 5 p.m. to-day.

On the conclusion of the arguments in the special case of the Attorney-General v. Jacques, which opened before Sir John Carrington, Chief Justice, at the Supreme Court on Friday, the Lord Lieutenant intimated that he would give a written decision.

The return of stamp revenue during the months of May, 1900 and 1901, shows a decrease for the latter month of \$1,335.81. The chief items showing improvement were:—Conveyance or assignment, \$1,533; bill of exchange or promissory note, \$602.11; broker's note, \$492.50; bill of lading, \$427.50. The main decreases were:—Probate or letters of administration, \$3,708; and adhesive stamps, \$1,299.83.

Messrs. Vornon and Smyth write to point out that the first paragraph in their Share Report, reproduced in our issue of Saturday, should read:—A moderate business has been transacted during the week just brought to a close, and rates, with the exception of *Raubis*, which have suffered a severe decline, have been fairly well maintained throughout. The word "Banks" was erroneously substituted for "Raubis."

The following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during May are certified by the managers of the respective Banks:—

Banks.	Average Specie in Reserve.
Chartered Bank of India, Australia and China	\$2,849,858 1,500,000
Hongkong and Shanghai Banking Corporation	7,957,563 5,000,000
National Bank of China, Limited	441,492 150,000
Total	\$11,239,920 6,650,000

The issue of Exequatur to Mr. W. A. Bubba to act as American Consul-General at Hongkong is published in the *Gazette*.

The chartered transports *Muttra* and *Ice* are due at Hongkong from Calcutta on Tuesday, the 25th inst., en route for the North.

The French cruiser *Friant*, Captain Adrien, arrived in the harbour on Saturday morning from Amoy, which port she left on the 13th instant. The *Friant* is a second class cruiser, having 24 guns, and a complement of 358.

The Court of Consuls sat last Tuesday at the American Consulate in Shanghai to hold an inquiry into the death of the French soldier who was killed during the fracas in Hongkew some little time ago. The sitting was held with closed doors.

H.M.S. *Kinsa*, formerly the *Pioneer*, arrived at Shanghai from Chungking on the morning of the 11th inst., having made an excellent passage all the way. She is under the command of Lieut. George B. Powell, R.N., Captain Plant assisting in the navigation.

A Bombay telegram of the 3rd inst. says:—Vast numbers of locusts are ravaging Beluchistan. It is proposed to defend Quetta by trenches and screens, leading the insects into huge pits. In the Bolan Pass the myriads of insects stopped the train, extra engines being required to restart it.

In spite of the early arrival of the French mail yesterday, the Post Office was as usual unable to cope with its work. After it had delivered about half the papers consigned to this office, we were informed that we could have no more that day. Presumably a Sabbath calm reigned in the Post Office from noon onwards.

The members of the Catholic Union gave a very successful and enjoyable "At Home" on Friday evening in their rooms in the Roman Catholic Mission House at Glenelg. There was a large number of members and their friends present, who seemed to have enjoyed the genial hospitality dispensed by the committee, especially by Mr. J. M. Alves, the energetic and hard-working secretary of the Union, and also the excellent music provided by not less than three amateur bands.

With reference to the paragraph which appeared in our Saturday's issue under the heading of "Proposed Naval Yard Transfer" we are asked by Mr. Kidd, chief agent of the contractors, to state that his colleague, Mr. Houston will not interview the authorities at the Admiralty with regard to this matter, unless of course he is requested by them to do so. In any case, Mr. Kidd states, his visit to England has no connection with the subject.

The German authorities at Kiaochau, according to the *Deutsch-Asiatische Warte*, have refused to furnish the above paper with police court reports, in order to, as the editor puts it, impress his countrymen at home with the belief that everything is secure in the new German territory, and that the Chinese are perfect angels, only lacking wings; "a microcosm of the *Strategical Zone Law*, and that Mr. Yamamoto, Chief Public Prosecutor of the Court, had issued warrants for their arrest. It is, however, reported that the warrants of arrest have now been withdrawn by the authorities, for reasons at present unknown.

In a previous issue of this paper, the *Nagasaki Press* says, it was stated that the local Chihio Saibansho had passed judgment by default of six months' major imprisonment on the captain of the R. V. F. steamer *Wladimir* and the doctor of the R. V. F. steamer *Saratov*, for illegal photography, constituting a breach of the *Strategical Zone Law*, and that Mr. Yamamoto, Chief Public Prosecutor of the Court, had issued warrants for their arrest. The men were sentenced to a fine of \$25 each, or, in default thereof, a month's imprisonment. The fines were paid.

The naval correspondent of the *Globe* wrote last month:—I am informed by a correspondent at Chatham that the new battleship *Albion*, which has recently completed her steam trials, is to be commissioned at the end of next month for service on the China Station. It is also stated that she will relieve the *Berke*, which is at present the flagship of the second in command in China. The policy of forming a strong and homogeneous squadron of battleships of the *Albion* type for service in Chinese waters cannot be too strongly commended, and with the addition of a cruiser of the *Cressy* type and one or two other modern cruisers such as those which have recently been added to the British Squadron in the Far East, there should not be much danger of the interests of the Empire being neglected in that part of the world for want of sufficient Naval strength to support them. The *Albion* has taken just over four years to complete, having been laid down as long ago as the end of the year 1896. There remains yet another of this class of battleship, i.e., the *Vengeance*, which is preparing to leave Barrow for Portsmouth in a few days, and would, as I explained in former notes, have been docked long ago but for an accident to the dock sill at that place, which prevented her leaving. A navigating party is being selected at Portsmouth for the purpose of steaming the *Vengeance* to that port from Barrow. The other battleships of the class are the *Canopus*, *Goliath*, and *Ocean*, the three latter of which are already serving in China.

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CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE INACTION OF THE GOVERNMENT.

TO THE EDITOR OF THE "DAILY PRESS."

16th June.

SIR.—May I respectfully ask whether the Government, as represented by H.E. the Governor and the chiefs of departments, has let its head entirely, or is it hopelessly incompetent?

Are Europeans to contract plague daily and die from it without anything being done now in the way of remedial measures, than were done six months ago?

The plague districts are all on the lower levels, and yet the flushing of sewers and washing of streets are still left to Providence, in the shape of a very occasional shower of rain. A few hose-pipes from the floating fire-engines could do this effectively daily.

In his Plague Report for 1894, Dr. Lowson, said any civilian centre need not fear combating an epidemic of plague if sufficient medical men are forthcoming to meet it. Think of the wretchedly undermanned medical and public health staffs we now have and realize how the Government have profited by Dr. Lowson's warning!

If the Government is hopelessly unable to fight the disease, and is unwilling to expend any of that dear surplus it hangs so tightly to its official bosom, perhaps a public subscription list, which will put the Government to everlasting shame and condemnation, will help to alleviate the present shameful condition of things.

We want more doctors, a dozen at least, and at least a corps of 300 supernumerary Sanitary Inspectors, made up of volunteers from the regiment. These can be had by the expenditure of a portion of that very surplus. We want the daily flushing of sewers, at least on the lower levels, by the fire-belts, and if they can't be employed for weeks in pumping out dredge dredgers, they may also be allowed to serve a useful purpose in cleansing the lower streets and drains daily.

Has the Government no brains that it cannot think these and other remedial measures out and put them into operation, or is it going to huddle for ever at the Park and leave the lower levels to disease and death, or wait until a wholesale exodus from the colony reminds it of its duty?—Yours etc., S.

[As our correspondent will see from the paragraph in another column, the flushing of the sewers was begun on Saturday, so that we have at last one necessary step taken for meeting the present epidemic.—ED. D. P.]

BENEFIT PERFORMANCE BY THE R. E. VARIETY CLUB.

Any project which has as its ultimate end the relief from want of the deserving always finds ready and willing supporters in Hongkong, as has been proved again last Saturday night by the filled house present to witness the entertainment given by the Royal Engineers Variety Club, at their theatre at the Wellington Barracks, in aid of the widow of the late Gunner Philip, R.A. The fare provided was excellent, and well appreciated by the audience, as was shown by the vociferous applause given to each item. The entertainment opened with the Oxford March, ably rendered by the amateur orchestra, followed by an extra, a song entitled "What do you think of the Irish now?" well rendered by Private Burgess, A.O.C., Sergt. Ward's "I'm a Plumber" brought down the house, as did Arm. Sergt. Viggers's "Then I understood." Two selected songs by Mr. Wallis were ably rendered and much appreciated. The song and dance "Kitty Green" and an Irish jig by Sergt. Burnett were also items which pleased highly. In Sergt. Simmer's "The Skipper" and "The Old Deep," we recognised a couple of old friends, none the less welcome. Sergt. Viggers's songs "That reminds me" and a parody on "Tell me, Mother Darling," given as an encore, caused the very roof to shake with the storm of applause following their inimitable rendering. Sergt. Ward's recitation "A Little Mistake" convulsed the audience with laughter; but the pulse among the vocal artists was of course carried off by Mrs. Whitehouse, whose sweet voice was heard to great advantage in the song of the "Amorous Goldfish," in the "Gescha," and in an encore. The entertainment concluded with a one act farce entitled "Leave it to Me." It was well acted and intensely comic, there being not a dull moment in it from beginning to end. Major R. Littledale, under whose patronage the entertainment took place, was present, as were a number of Artillery officers. On the whole the entertainment proved a huge success, from a literary and artistic point of view. Everything went with a verve and swing from first to last, and the audience left well satisfied.

LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Mitsi Maru* (Bombay Line) left Shimouoseki for this port on the 14th inst., p.m., and is expected to arrive here on the 19th inst., a.m.

The C. P. R. steamer *Empress of India* arrived at Shanghai at 9 p.m. on Friday, the 14th inst., and left again at 7 a.m. on Saturday for Hongkong, where she is due to arrive at 11 a.m. to-day.

The Imperial German Mail steamer *Bayer* carrying the German mails with dates from Berlin of the 27th ult., left Colombo on Friday, the 14th inst., p.m., and may be expected here on or about Tuesday, the 25th inst.

The C. M. steamer *Hyslop* from Glasgow and Birkenhead, left Singapor for this port on the 15th inst., and may be expected here on or about the 20th inst.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 15th June.

A PLAGUE SOAK.

H.E. the Viceroy Tao Mu has been suffering from a severe cough and laid up for days, and in consequence has memorialized the throne for one month's sick leave to enable him to rest quietly and be attended by his doctors. His Worship—Is Kent in the same Company as you?

Witness—No, sir.

His Worship—How long have you known him?

Witness—About nine years.

By Mr. Goldring—One of the two men who left the shop was dressed in white. There was an electric light in the vicinity, and I could distinctly see the men under the Arcade from where I stood.

This concluded the evidence, and His Worship proceeded to give his decision. He said—By section 5 of the Ordinance I am required to express an opinion as to whether the investigation does or does not disclose an offence, and I am bound to say it does not disclose any offence. The evidence that has been adduced is of a most conflicting nature, and I do not propose to recapitulate it beyond mentioning the evidence of the two soldiers, Kent and Hewish. The evidence of both of these men is very unsatisfactory, and I can place no reliance whatever upon it. The only other evidence I need refer to is that relative to the "Criterion" incident. I think it is very improbable that Reid, who was a friend of da Roza, and who was evidently coming here to prove an *alibi*, should have given himself away to these two soldiers and to a policeman. It is very improbable. I should like to mention one other matter and that is with reference to P. C. Devaney. It is a most extraordinary thing that he, when told by Kent and Hewish that they had sent two men leave the shop five minutes before the fire took place, did not make a report, to that effect until the 30th of May nine days after the fire and two days after I ordered the enquiry. It is a very strange incident; I will not say more than that. As I said before, the evidence does not disclose any offence. I have ordered the release of the premises, and the only other order required by the Ordinance is to declare the enquiry closed.

25th May.

THE PLAGUE SOAK.—MONOTONOUS NEWS.

The war news to hand is of an unimportant character and monotonous sameness. Several minor British successes are reported in different districts, and many starving Boers continue to surrender. An engagement of more than average importance has taken place near Barberton, but no details are to hand.

27th May.

THE PLAGUE SOAK.—THE WAR IN SOUTH AFRICA.

The great mining and financial firms of Johannesburg are combining with view to regulating the supply and remuneration of native labour employed on the Rand mines. It is reported that the proposed operations are of a stupendous character.

28th May.

THE PLAGUE SOAK.—THE WAR IN SOUTH AFRICA.

Latest Cape news states that General Viljoen and Schalk Burger (who is acting as President of the Transvaal) are again resuming active operations. Schalk Burger, at the head of a strong force, has trekked to a strong position near the Swaziland border.

29th May.

THE PLAGUE SOAK.—THE WAR IN SOUTH AFRICA.

The British forces acting under General Biedouw are making great progress in the carrying out of a sweeping movement embracing the whole of the Eastern Transvaal and country south the Delagoa Bay Railway.

AN EMISSARY FROM KRUGER.

Kruger has sent an emissary from Europe to confer with General Botha. It is considered of great importance that this interview should not take place, and the British are exercising great vigilance with a view to the capture of the messenger.

30th May.

THE PLAGUE SOAK.—THE WAR IN SOUTH AFRICA.

Mr. Chamberlain has entertained Lord Milner at luncheon, in the course of which the latter delivered a fine speech dealing with the condition of affairs in South Africa. In concluding his speech he assured the distinguished company present that only a little time and patience was required in order to conciliate the hatred, satisfy the ambitions, and remove the ignorance now unfortunately prevailing among a great majority of the Dutch population of South Africa regarding the motives actuating Great Britain in this struggle. It was certain that Great Britain could never have held her own in South Africa, or given adequate protection to her own people, by following out any other than the strong and masterful policy which had been carried out at such cost. In the speaker's opinion there was still room for the exercise of gentle and conciliatory statesmanship without any danger of marring the final scenes in the great drama now almost played out. The end was near at hand. The few desperate Boers still in the field were fast losing heart, chiefly owing to the constant arrival of fresh British reinforcements, which was slowly beating into their dull brains the fact that the fighting power of the great Empire against which they were arrayed was practically inexhaustible, and that they had been labouring under a delusion from the start in hoping for final victory against such odds.

29th May.

THE PLAGUE SOAK.—THE WAR IN SOUTH AFRICA.

The birth of an Italian Princess has been the occasion of great rejoicing throughout the country; and an amnesty has been granted for various offences, including crimes connected with the rioting in 1898, except homicide.

PRUSSIA'S SHORTAGE IN CROPS.

London, 2nd June.

In view of the unfavourable crop reports in Prussia, Count Von Buelow has proposed that the State shall make provision to meet the threatened shortage. The shortage in wheat and rye alone is estimated at 257 millions of marks.

THE SOMALILAND EXPEDITION.

London, 2nd June.

The Somaliland expedition reached Ber on the 22nd May, whence a mounted force will make a dash across seventy miles of waterless desert against the powerful Jammars. The Infantry will follow as quickly as possible.

NEW YORK CHAMBER OF COMMERCE.

London, 2nd June.

Twenty-two delegates from the New York Chamber of Commerce, including Mr. Pierpoint Morgan and other millionaires, visited Windsor on Saturday, and were received by the King and Queen. This is considered significant of friendly Anglo-American relations.

GERMANY'S GRAND ARMY AUTUMN MANOEUVRES.

London, 2nd June.

It is stated at Berlin that Lord Roberts will attend the Grand Army Manoeuvres in Germany next autumn, as the Emperor William's guest.

NOTICE TO CONSIGNEES.

G. R. S. 250 Sacks FLOUR from Adelaide, 1901.

The above Goods are lying unclaimed at our Waanchai Godowns at consigned's risk and expense. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th June, 1901. [1484]

CHINA NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

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The above Goods are lying unclaimed at our Waanchai Godowns at consigned's risk and expense. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th June, 1901. [1484]

OCEAN STEAMSHIP COMPANY.

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BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th June, 1901. [15]

NOTICE TO CONSIGNEES.

T. THE P. & O. S. N. Co.'s Steamship

"SHANGHAI" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 20th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th June, 1901. [15]

NOTICE TO CONSIGNEES.

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 15th May, 1901. [616]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CAE TRIGRIDGES, FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong 3rd October, 1900. [75]

Q U A N W A H & C O.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES on APPLICATION

at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1899. [1044]

IMPORTANT ARREST OF AN ANARCHIST.

30th May.

The Italian authorities have just arrested a man for attempting suicide. In defence he affirms that he was selected to assassinate the German Emperor, and has revealed the names of others engaged to kill the Queen of Holland, the Czar of Russia, President of France and others. The man's fortunate arrest is considered providential.

3,000 NEWSPAPERS RECOMMENDED.

MACKINNON & CAMERON'S PENS.

THE WAVERLEY PEN, for Easy Writing.

THE FLYING SCOTCHMAN PEN, instead of a Quill.

THE FLYING J WRITES 200 words per dip.

WAVERLEY WORKS EDINBURGH.

1900-1

NEW ADVERTISEMENTS

NOTICE.

THE Business of TAVARES, ROZARIO & CO. will in future be carried on under the name of TAVARES & CO. HANG TAI YONG HONG.

Mr. V. A. ROZARIO having retired from our Firm, his Interest and Responsibility Ceased from this Day.

F. X. M. PLACE TAVARES.

E. G. PLACE TAVARES.

Canton, 15th June, 1901. [1518]

NOTICE.

MY INTEREST AND RESPONSIBILITY in the Firm of TAVARES, ROZARIO & CO. having Ceased, I shall from this Day carry on the Business of MERCHANT & COMMISSION AGENT under the Style or Name of "V. A. ROZARIO & CO."

V. A. ROZARIO.

Canton, 15th June, 1901. [1519]

BEKANNTMACHUNG.

HANDELSREGISTER-KANTON.

DEM KAUFMANN ARTHUR VON GOHUSCEWICZ ist von der Kommandit-Gesellschaft CARLOWITZ & CO. vom 1. Mai 1901, als Prokura erteilt worden. Kanton, den 13. Juni 1901.

KAISERLICHES KONSULATURGERICHT.

1517] IMPORTANT.

WE have just received a New and Large Stock of PROVISIONS, including BOVRIL, BOTTLED FRUITS, TINNED FRUITS and Varieties of SYRUPS and LEMON SQUASH and CORDIALS for cooling and refreshing purposes in the hot season.

Also our Special WHISKY, best PORT WINES, OLD TOM, GINS, and refreshing BEER.

JEEJEEBHOOY & CO.

19c, Hollywood Road.

Hongkong, 17th June, 1901. [1520]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

FOR ACCOUNT OF THE CONCERNED,

TO-DAY (MONDAY),

the 17th June, at 5 P.M., at the Fountain opposite the City Hall.

THREE WALLS (including "FAVOURITE" and "ROSE";

Also

FOUR CHINA PONIES and ONE ARAB HORSE suitable for Polo and broken to Saddle and Double Harness.

TERMS:—AS USUAL.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 17th June, 1901. [1516]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"WURZBURG."

Captain Schindler, will be despatched for the above ports TO-DAY, the 17th inst., at 5 P.M.

This Steamer has superior accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 15th June, 1901. [1515]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA."

Captain G. T. Blashford, will be despatched as above on FRIDAY, the 21st inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOME & CO.,

General Managers.

Hongkong, 17th June, 1901. [1515]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship,

"DALJIN MARU,"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 23rd inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 17th June, 1901. [17]

THE HONGKONG WEEKLY PRESS is now ready and contains:—

Leading Articles:—

A Year of Allied Policy in China.

Military Systems of Russia and China.

Great Britain and the Indemnity.

Plague Prevention in Japan.

The Missionary Troubles and a Proposed Cure.

The Departure of Sick Chinese from Hongkong.

French Railway Schemes in Yunnan.

Suggested Plague Measures.

The Crisis:—Telegrams.

Hongkong Sanitary Board.

The Plague.

Proposed Naval Yard Transfer.

New Volunteer Shooting Range.

The New N. Y. K. Line from Hongkong to Seattle.

L.M.C. Dues and Duties:—January-March.

British Trade with Siam.

Pakhoi.

Foochow.

Northern Notes.

Change Doings.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.

Supreme Court.

The Pak Kong Opium Case.

Hongkong Volunteer Corps.

British Trade with Siam.

General Voron's Report.

The Chefoo-Weihsien Cable.

The Allies and the Indian Troops.

Mohammedan Mission to China.

Trade of South-East Asia.

Hongkong and Port Novo.

Subscription, \$15 per Annum, payable in advance; postage, 2s.

Extra copies 30 cents each (cash).

Copies can be posted from the Office to address sent; including postage, 34 cents each, or \$1 for three copies (cash).

Hongkong, 17th June, 1901.

NEW ADVERTISEMENTS

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ALCINOUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 22nd inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th June, 1901. [1515]

FROM HAMBURG, ANTWERPEN, ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"WURZBURG."

Captain Schindler, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining to be undelivered after the 22nd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 15th June, 1901. [1515]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FOR YOKOHAMA AND KOBE.

THE Steamship

"INDIA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before noon on the 22nd of June, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd June will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 15th June, 1901. [1515]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held in the Office of the General Managers, on THURSDAY, the 27th JUNE, at 4 O'CLOCK, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st May, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 27th instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 11th June, 1901. [1489]

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1900, at the rate of Seventy Cents per Share (or Seven per cent. on the Capital of the Company, making Two per cent. for the year) is PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after this date the 23rd May, 1901, on Warrants to be obtained from the Undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

A. H. MANSELL, Secretary.

Hongkong, 23rd May, 1901. [1324]

WANTED.

BY A GENTLEMAN, BOARD and LODGING with a Private Family centrally situated.

Address—

"MATA," Care of Daily Press Office.

Hongkong, 15th June, 1901. [1506]

WANTED.

IN a Canton Raw Silk Firm, a YOUNG MAN, as GENERAL OFFICE ASSISTANT. British preferred. Knowledge of French and German Imperative.

Apply, with all Particulars, to

L. M. N., Care of Office of this Paper.

Canton, 12th June, 1901. [1497]

CANDIDATES for POLICE in NAVAL YARD REQUIRED.

Must be of Good Character and British Birth, between 25 and 35 years of age.

Apply with Papers to—

COMMANDER, H. M. Naval Yard.

Hongkong, 25th April, 1901. [1106]

FOR SALE.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to House Work.

BUILDERS

KANG ON,
Contractor; 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aera-
ted Waters, Detergents, in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHIE & CO. Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
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Bronze and Crystal Enlargements and
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Praya Central, next Hongkong Hotel.

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KWONG SANG & CO.
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43 and 45, Des Voeux Road. Shipchandlers,
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for Shipowners' Composition ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Composition.

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D. S. DADY BURJOR, "Los Filamentos,"
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European experts, at moderate rates.

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Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
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A great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
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ending in serious forms of disease. Glasses
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Mr. LAZARUS supplies his SPECTA-
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ADVICE FREE.

SANITARY BOARD.

OWNERS OF HOUSES situated in the
Western Division of the City of Victoria
who have not had the PREMISES LI-
WASHED and CLEANSED in accordance
with law are reminded that the period during
which this work should be finished falls on the
30th day of June, 1901, and the Sanitary Board
being convinced of the necessity of CLEAN-
LINESS in its efforts to STAMP OUT
PLAQUE, is determined to RIGOROUSLY
PROSECUTE any Owner in default after the
above named date.

By Order of the Board,
G. A. WOODCOCK,
Acting Secretary.

Hongkong, 1st June, 1901. [1409]

Note—The Western Division of the City lies
to the West of Morrison and East Street.

THE COAL PROBLEM AND
THE EMPIRE.

The subject of coal export is primarily a
commercial one, but it has its naval and nautical
aspects. These were touched upon by Lieut.
Carlyon Bellairs, R.N., in an instructive and
capable paper which he read last month
before the colonial section of the Society
of Arts. We shall not attempt to follow the
lecturer into the vast field of economics,
of which the coal problem occupies a corner.
The eyes of the world are just now fixed
upon this corner of the economic field, but
we must content to content to confine
ourselves as far as possible, to one section
of the coal question. In conversation with
Lord Brassey, Lieut. Bellairs was
impressed by the maxim, "Permanent naval
strength is based upon commercial prosperity."
It is a sound maxim, and one that
Lord Brassey has preached for many years.
To impair commercial prosperity is to court
a decline of our naval power. From this
aspect so seemingly simple a matter as the
imposition of a trifling tax upon exported
coal becomes one of national importance. Yet
it was treated by scores of members of Parlia-
ment during the recent debate as a party
question, or one of personal interest. Political
economy is not an exact science; the economic
prophets of to-day are usually discredited and
deservedly forgotten to-morrow. On the whole,
Parliament has agreed to believe that a whole
duty on coal will not affect the British exports,
and with that view Lieut. Bellairs appears to
agree. His paper goes to prove that the mea-
sure would be disastrous, one if it adversely
affected our enormous and increasing export of
coal; and this conclusion is reached with an
intelligent grasp of that state of commercial
transition through which the British Empire is
passing on its way to Imperial Federation.

Now, it has often been represented as a
danger to Britain that she should be supplying

her naval rivals with vast quantities of the best
steaming coal in the world. The Welsh colliery
owners are represented as grossly unpatriotic
in encouraging our rivals to lay in reserve
stocks of this splendid fuel. In this charge
there is, undoubtedly, much truth. The first
object of the colliery owner is to enrich himself,
for we live in an age when lip-patriotism goes
hand in hand with the narrowest greed and
cupidity. Russia, for example, has been enabled
through our unrestricted system of export to
amass large reserves of Welsh coal at Port
Arthur. France is also importing this unvalued
fuel in great quantities. The growth in the
shipments of Welsh coal has been large during
the past decade. At Cardiff the shipments
have increased by 57 per cent. at Newport by
45, and at Swansea by 50 per cent. In 1899,
Lieut. Bellairs, we exported 43 million tons
of coal, and of the total upwards of 200 million
tons were Welsh coal. France received from us
8.7 million tons, Russia 3.4, Germany (herself
a coal exporter), 5 million tons, and so on.
European countries received from us 36.76
million tons out of the total export. There is,
however, a brighter side to this question. To
allow rival navies to depend, in time of peace,
upon Welsh coal is says Lieut. Bellairs, "to
leave them terribly handicapped in war."
He means that the reserve stocks are liable
to deterioration. The consolation is not,
however, quite convincing, seeing that Powers
desirous of making war upon us would
presumably be careful to lay in great reserves
a year or so in advance. Yet, no doubt the
accumulation of a reserve of fuel in good
condition is limited by our output and other
considerations. Supposing war with France,
it is most unlikely that the issue would
be quickly decided. Such a struggle might
continue for two or three years, and after a few
months the French squadrons would exhaust
the Welsh reserve. Still, it may fairly be
argued, we think, that Welsh coal should be
subject to a higher export tax than inferior
steaming coal. If foreign Powers need this
economical fuel for their shipping they will
probably continue to buy it, though the price be
increased by even 2s. per ton. Lieut. Bellairs is
among those who hesitate to impose any restrictions
upon British coal export, but he is obliged to
recognise, and admit, that our unique supply of
the best steaming fuel is liable to eventual
exhaustion. "A case can be made out," he said,
"for restricting the export of Welsh coal, or,
for the acquisition by the State of favourable
mines in the interests of the Navy." But the
case cannot be made out without wounding the
cupidity of the Welsh landowners, so that there
is little prospect that so Socialist a measure
will be adopted whilst the mines continue to
yield an unlimited output. It is much easier,
in fact, to discuss the interests of the State in
the coal question than to suggest any practical
protection against the usually rapid exhaustion
that has already set in. When the supply of
coal begin to run low there may be less difficulty
in restricting the export; unless, indeed, other
coalfields as good as the Welsh, should meanwhile
be discovered. And this is more than probable.

But to return to the paper of Lieut. Bellairs.
Keeping Lord Brassey's maxim steadily in
view, he argues that England's commercial
prosperity is enormously dependent upon her
mining industry and the great export of coal.
This is another way of saying that to cripple
the mining industry by checking the export
would result in so great a decline of national
wealth that we might no longer be able to
maintain an adequate Navy. During the last
decade of the 19th century our export of coal
amounted to the gigantic total of 358 million
tonnes, which represents an increase about four
times greater than that prophesied by the
Royal Commission of 1871. Had the shilling
tax been imposed in 1890 the public revenue
would have been augmented by enough
money for the building of 18 battleships,
assuming the export to have been unaffected.
To express economic problems in terms of
battleships may be unusual, but it is rather an interesting reflection, and worth
quoting. Again, the coal forms over 70 per cent.
of our export by weight it follows, says Lieut.
Bellairs, that coal provides the outward cargo
of at least 50 per cent. of our ships. Hence,
the amateur, economist, socialist, &c., who
would stop, or largely restrict, our coal export
in the name of patriotism, would strike a deadly
blow at our shipping trade and reduce the
national revenue. Apart from this consideration,
thousands of our countrymen are directly
and indirectly dependent upon the prosperity
of the export trade on coal. In a sense
we are living now upon our capital and
reducing the coal resources of the kingdom
year by year. This is not to be denied,
but, as Lieut. Bellairs argues, the revenues for
maintaining our Navy and Army must, for
some years to come, be raised from the United
Kingdom. Imperial Federation is the goal of
the British race, failure to attain which must
ultimately involve the decline of our Empire.
Yet federation between England and her
colonies must necessarily be a slow and gradual
process, so that it is futile to resent the inability
of some, or, indeed, most, of our colonies to
share the heavy burden of defence. At all
hazards to the future exhaustion of our mines,
Lieut. Bellairs appears to say, let us cling to
the great industry that gives our shipping em-
ployment and enables us to maintain the Navy
at a two-power standard.

Nowhereas certain Deposit Receipts
issued by the IMPERIAL BANK OF
CHINA, in Peking and Tientsin, are alleged by
the holders to have been LOST. The Public
are warned against negotiating or dealing with
any such Deposit Receipts, as the Bank will
recognise only the actual Depositor.
For the IMPERIAL BANK OF CHINA,
A. W. MAITLAND,
Acting Chief Manager.
Hongkong, 30th May, 1901. [1478]

IMPERIAL BANK OF CHINA.

NOTICE.

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THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES.
Loaded with ... with Powder
Powder only. ... 24.
Primrose Cases ... 55.65 ... 24.
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5 per cent. discount on orders of 1,000 and over.
Apply to

W. SCHMIDT & CO.,
Gummers, Hongkong.

Hongkong, 27th July, 1897. [139]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared
to furnish Prices, &c., on STEAM ENGINES,
GAS and OIL ENGINES, BOILER,
PUMPS, LATHES, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
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ISTS' SMALL TOOLS, BUILDER'S
HARDWARE, &c.
Made in America (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f.
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REUTER, BROCKELMANN & CO.,
Hongkong.

Hongkong, 3rd December, 1900. [1409]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Indian Commissariat Depart-
ment to Sell by Public Auction.

WEDNESDAY,

the 18th inst., at 2.30 p.m. at Lai Chi Kok,
A. Quantities of HAY in Bales and Loosie,
more or less damaged.

ALSO

TWO LARGE MATSHEDS, erected
only a few months.

A Steam-launch will leave Blake Pier at
1.45 p.m. to convey intending Purchasers.

TERMS.—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 14th June, 1901. [1493]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by Public Auction.

THE VALUABLE LEASEHOLD
PROPERTY

situate on Section A of Island Lot No. 25
and the Remaining Portion of Section B of
Island Lot No. 70 and being No. 1, Ladder
Street and Nos. 1, 3, 5, 7, 9 and 11, Lower
Ladder Row,

on SATURDAY,

the 22nd day of JUNE, 1901, at 2.30 o'clock
IN THE AFTERNOON in SEVEN LOTS
on the Premises.

For further Particulars and Conditions of
Sale, apply to

MESSRS. HUGHES & HOUGH,

Auctioneers,

or to

MESSRS. MUNSEY & BRUTTON,

Solicitors for the Vendors.

Hongkong, 17th June, 1901. [1457]

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APPLICATIONS are invited for the
POSITION of SUPERINTENDENT
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GIBB, LIVINGSTON & CO.,

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Hongkong, 23rd January, 1901. [1393]

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HIGH CLASS

EGYPTIAN CIGARETTES.

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BOMBAY 20, Esplanade Road. BANGKOK 72, Merchant Street.
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THE

CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

FOR

1901.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & B&G	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	R. T. Cook, R.N.R.	P. & O. S. N. Co., BUTTERFIELD & SWIRE, MCGREGOR BROS. & GOW, P. & O. S. N. Co., BUTTERFIELD & SWIRE, BUTTERFIELD & SWIRE, MELCHERS & CO., MESSAGERIES MARITIMES, NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
LONDON	MACHAON	Brit. str.	—	J. S. Stevenson	On 25th inst.	
LONDON	GLEN GARRY	Brit. str.	—	C. C. Talbot, R.N.R.	On 28th inst.	
LONDON	JAPAN	Brit. str.	—		On or about 29th inst.	
LONDON	PROMETHEUS	Brit. str.	—		On 15th July.	
LONDON	ALCINOUS	Brit. str.	—		On 23rd July.	
LIVERPOOL DIRECT	GLAUCUS	Brit. str.	—	H. Skipper	On about 15th July.	
BREMEN, VIA PORTS OF CALL	SACHEEN	Ger. str.	—	Bouis	On 27th inst., at Noon.	
MARSEILLES, &c., VIA PORTS OF CALL	NATAL	Fren. str.	—	G. Anderson	To-day, at 1 P.M.	
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	HITACHI MARU	Jap. str.	—	Mayer	On 28th inst., at Daylight.	
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Schmidt	On 25th inst.	
HAVRE, BREMEN & HAMBURG	SAMBIA	Ger. str.	—	v. Dohren	On 12th July.	
HAVRE & HAMBURG	WERZBURG	Ger. str.	—	Ghezzo	On 25th July.	
TRIESTE, &c., VIA PORTS OF CALL	ACILIA	Ger. str.	—	Williamson	On 9th Aug.	
NEW YORK	NEW YORK	Aus. str.	—	O. P. Marshall, R.N.R.	To-morrow, P.M.	
NEW YORK	VIA PORTS & SUZ CANAL	Brit. str.	—	G. D. Bowles, R.N.R.	On about 20th inst.	
NEW YORK	VIA SUZ CANAL	Brit. str.	—	H. O. O.	On 30th inst.	
NEW YORK	VIA SUEZ CANAL	Brit. str.	—	J. S. Cox	On 10th July.	
NEW YORK	VIA SUEZ CANAL	Brit. str.	—	DODWELL & CO., LIMITED	On or about 1st Aug.	
NEW YORK	VIA SUEZ CANAL	Brit. str.	—	JARDINE, MATHESON & CO.	On 26th inst.	
NEW YORK	VIA SUEZ CANAL	Brit. str.	—	SHEWAN, TOME & CO.	On about 10th July.	
NEW YORK	VIA SUEZ CANAL	Brit. str.	—	CARLOWITZ & CO.	On 24th inst., at 4 P.M.	
NEW YORK	VIA SUEZ CANAL	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 28th inst.	
VANCOUVER, VIA SHANGHAI, &c.	L. SCHEP	Amer. ship.	—	TO KISEN KAISHA	To-morrow.	
VANCOUVER, VIA MOJI, &c.	EMPEROR OF INDIA	Brit. str.	—	TO KISEN KAISHA	To-morrow, at Noon.	
VICTORIA, B.C. &c., VIA SHANGHAI, &c.	TARTAR	Brit. str.	—	TO KISEN KAISHA	On 4th July, at Noon.	
VICTORIA, B.C. & T. HOKKAIDO VIA SHANGHAI, &c.	RIJOUN MARU	Jap. str.	—	TO KISEN KAISHA	On 20th inst.	
PORTLAND (OR.)	DUKE OF FIFE	Brit. str.	—	TO KISEN KAISHA	On or about 14th July.	
SAN FRANCISCO, VIA MOY, &c.	INDRAVELLI	Brit. str.	—	TO KISEN KAISHA	On 19th inst., P.M.	
SAN FRANCISCO, VIA SHANGHAI, &c.	PERU	Amer. str.	—	TO KISEN KAISHA	On 21st inst., at Daylight.	
SAN FRANCISCO, VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	TO KISEN KAISHA	On 22nd inst.	
SAN FRANCISCO, VIA SHANGHAI, &c.	BELGIAN KING	Brit. str.	—	TO KISEN KAISHA	TO-morrow, at Daylight.	
AUSTRALIAN PORTS	ALBIE	Brit. str.	—	TO KISEN KAISHA	On 23rd inst.	
AUSTRALIAN PORTS	KOMETA MARU	Brit. str.	—	TO KISEN KAISHA	TO-day, at 5 P.M.	
AUSTRALIAN PORTS	YOKOHAMA, KOBE	—	—	TO KISEN KAISHA	On or about 16th inst.	
KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	—	—	TO KISEN KAISHA	On 21st inst.	
MOJI, KOBE & YOKOHAMA	NIAGASAKI, KOBE & YOKOHAMA	—	—	TO KISEN KAISHA	On or about 21st inst.	
NIAGASAKI, KOBE & YOKOHAMA	NIAGASAKI, KOBE & YOKOHAMA	—	—	TO KISEN KAISHA	On 23rd inst.	
NIAGASAKI, KOBE & YOKOHAMA	NIAGASAKI, KOBE & YOKOHAMA	—	—	TO KISEN KAISHA	On 26th inst.	
NIAGASAKI, KOBE & YOKOHAMA	ANPING, SWATOW & AMOY	Brit. str.	—	TO KISEN KAISHA	On 19th inst., at Daylight.	
FOOCHOW, VIA SWATOW & AMOY	FOOCHOW, VIA SWATOW & AMOY	Brit. str.	—	TO KISEN KAISHA	On 22nd inst.	
TAMSUI, VIA SWATOW & AMOY	TAMSUI, VIA SWATOW & AMOY	Brit. str.	—	TO KISEN KAISHA	On 23rd inst.	
MANILA	MANILA	Brit. str.	—	TO KISEN KAISHA	On 21st inst., at 5 P.M.	
MANILA	MANILA	Brit. str.	—	TO KISEN KAISHA	On or about 14th July.	
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	—	TO KISEN KAISHA	On 21st inst., at Noon.	

SHIPPING.

VESSELS IN DOCK.

15th June.

ABERDEEN DOCKS.—Vale of Doon.

KOWLOON DOCKS.—U.S.S. Bennington, Burnside, Union, Iris, Juno, Zaire, Hailan, Simongan, COSMOPOLITAN DOCK.—Colonies, München, Fei Hoa.

SHIPPING REPORT.

The German steamer *Lyccean*, from Shanghai 13th June, had moderate N.E. winds and rainy weather throughout.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, HATAVIA, COLOMBO, BOMBAY, AJEN, EGYPT, MARSELLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th June, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this port for MARSELLES via BOMBAY. This Steamer connects at COLOMBO with the s.s. *Armand Béthie*, which vessel takes on her Passengers and Mail, leaving that port on the 29th instant direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 16th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th June, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA. THE Company's Steamship

"SALAZIE," Captain Girard, will be despatched for the above port on or about the 16th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 11th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT" COMPANION, between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship "INDRAVELLI" will be despatched for Portland (Or.) TO-MORROW, the 18th June, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.

SHEWA TOME & CO., Hongkong, 24th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"MARIA VALERIE," Captain Berberovich, will leave for the above places on WEDNESDAY, the 19th inst.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 12th June, 1901.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE

15th JUNE.

Vale of Doon, British barque, for Rajang. Diamante, British str., for Manila. Kalgan, British str., for Foochow.

Madu, British str., for Shui-wu-yun. Hillyer, British str., for Manila. Glouces, British str., for Shanghai. Daig, Maru, Japanese str., for Swatow. Hanoi, French str., for Haiphong. Tefatos, German str., for Saigon.

DEPARTURES.

June 15, WOOSUNG, British str., for Shanghai.

June 15, ESANG, British str., for Swatow.

June 15, ICHANG, British str., for Saigon.

June 15, SHANGHAI, British str., for Shanghai.

June 15, ATHENIAN, Brit. str., for Vancouver.

June 15, HIPSANG, British str., for Shanghai.

June 15, LIGHTNING, British str., for Calcutta.

June 15, CHEANG H KIAN, Dut. str., for Amoy.

June 15, CLARA, German str., for Hoitow.

June 15, MEADE, U.S. str., for Manila.

June 15, TAIFU, German str., for Chefoo.

June 15, APENRADE, Ger. str., for Haiphong.

June 15, CHOWFA, German str., for Bangkok.

June 15, OSLO, Norwegian str., for Phanrang.

June 15, DAIGI MARU, Jap. str., for Swatow.

June 15, DIAMANTE, British str., for Manila.

June 15, GLAUCUS, British str., for Shanghai.

June 15, KALGAN, British str., for Foochow.

June 15, PROMETHEUS, British str., for Moji.

June 15, HANZO, French str., for Haiphong.

June 15, TETAROS, German str., for Saigon.

June 15, ELSA, German str., for Canton.

PROJECTIONS.

15th June.

Vale of Doon, British str., for Rajang.

Diamante, British str., for Manila.

Kalgan, British str., for Foochow.

Madu, British str., for Shui-wu-yun.

Hillyer, British str., for Manila.

Glouces, British str., for Shanghai.

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Hongkong, 12th June, 1901.

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Daig, Maru, Japanese str., for Swatow.

Hanoi, French str., for Haiphong.

Tefatos, German str., for Saigon.

Hongkong, 12th June, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR FREIGHT APPLY TO

STEAMERS

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ALCINOUS"		On 15th June.
GLASGOW and LIVERPOOL	"IXION"		On 20th June.
GLASGOW and LIVERPOOL	"PELEUS"		On 25th June.
FOR	HOMEBWARDS.	STEAMERS	TO SAIL
LONDON	"MACHAON"		On 25th June.
LONDON	"PROMETHEUS"		On 15th July.
LONDON	"ALCINOUS"		On 23rd July.
LIVERPOOL DIRECT	"GLAUCUS"		About 15th July.

(Taking Cargo at London Rates) S.S. "ALCINOUS" from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI and JAPAN on the 17th inst. For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th June, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE
VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at NOON.
"COPTIC"	THURSDAY, 27th June, at NOON.
"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 29th July, at NOON.
"CHINA"	TUESDAY, 6th Aug., at NOON.
"DORIC"	THURSDAY, 15th Aug., at NOON.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic Officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port for call or return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 3rd June, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY" will be despatched as above on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

HONGKONG, 18th May, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA" will be despatched from this for Bombay, on SATURDAY, the 22nd June, at NOON, taking passengers and cargo for Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. BITCHIE, Superintendent.

Hongkong, 10th June, 1901.

THE UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI" will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to JARDINE, MATTHESON & CO., Agents.

Hongkong, 14th June, 1901.

HONGKONG, 14th June, 1901.

THE CHINA-INDIA NAVIGATION CO. FOR CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED.

HONGKONG, 14th June, 1901.

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HONGKONG, 14th June, 1901.

POST OFFICE NOTICES.

The Empress of India, with the Canadian Mail, left Shanghai on Saturday, the 15th inst., at 7 a.m., and may be expected here to-day.
The *Copie*, with the American Mail of the 21st ult., left Yokohama on Tuesday, the 11th inst., at daylight, and may be expected here on or about Thursday, the 20th inst.

MAILS WILL CLOSE.

FOR
PEER
DAY AND HOUR

EUROPE, &c., India via Tuticorin
(Late Letters 11.10 to 11.30 A.M. Extra
Postage 10 cents).

Macau
Kumehuk and Samshui
Shanghai, Yokohama and Kobe
Canton
Moji, Kobe and Yokohama
AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLU, L. and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).

Strait and Caledon
Amoy, Shanghai, Kowloon, Yokohama, and Portland (Oregon).
Swatow, Amoy and Foochow
Moji, Kobe, Yokohama, San Diego and San Francisco
Shanghai
Tientsin

EUROPE, &c., India via Tuticorin
(Late Letters 11.10 to 11.30 A.M. Extra
Postage 10 cents).
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).

EUROPE, &c., India via Tuticorin
(Late Letters 11.10 to 11.30 A.M. Extra
Postage 10 cents).

Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne
TO DAY
Sale, Horses, opposite City Hall, Messrs. Hughes & Hough, 5 p.m.
Meeting of Hongkong Jockey Club, 5 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

15th June.

ON LONDON.—	Bank Bills, on demand	2.47
Telegraphic Transfer		1/11
Bank Bills, on demand	1/11	
Bank Bills, at 30 days' sight	1/11	
Bank Bills, at 4 months' sight	1/11	
Credits, at 4 months' sight	1/11	
Documentary Bills, 4 months' sight	1/11	
ON PARIS.—	Bank Bills, on demand	2.47
Credits, at 4 months' sight	2.51	
ON GERMANY.—	On demand	2.00
ON NEW YORK.—	Bank Bills, on demand	47
Credits, 60 days' sight	48	
ON BOMBAY.—	Telegraphic Transfer	147
Bank, on demand	147	
ON CALCUTTA.—	Telegraphic Transfer	147
Bank, on demand	147	
ON SHANGHAI.—	Bank, at sight	73
Private, 30 days' sight	73	
ON YOKOHAMA.—	On demand	31 p.c. pm.
ON MANILA.—	On demand	21 p.c. pm.
ON SINGAPORE.—	On demand	1 p.c. pm.
ON BATAVIA.—	On demand	118
ON HAIPHONG.—	On demand	21 p.c. pm.
ON SAIGON.—	On demand	21 p.c. pm.
ON BANGKOK.—	On demand	59
SOVEREIGN, Bank's Buying Rate		\$10.97
GOLD LEAF, 100 fine, per tael		\$62.25
BAR SILVER, per oz.		27

OPIUM.

13th June.

Quotations are:—	Allow to be net to 1 catty.
Malwa New	\$830
Malwa Old	\$860
Malwa Older	\$880
P. P. per wrapped	\$320
Persian fine quality	\$850
Persian extra fine	to —
Patna New	\$890
Patna Old	\$872
Benares New	\$854
Benares Old	\$850

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of India* arrived at Shanghai, at 3 p.m., on Friday, the 14th inst., and left again at 7 a.m. on Saturday for Hongkong, where she is due to arrive to-day, at 11 a.m.

THE INDIAN MAIL.

The Indo-China steamer *Kunnsang*, from Calcutta and the Straits, left Singapore for this port on the 12th inst., at 5 p.m.

THE GERMAN MAIL.

The Imperial German mail steamer *Bayern*, carrying the German mail with dates from Berlin of the 27th ult., left Colombo on Friday, the 14th inst., p.m., and may be expected here on or about Tuesday, the 25th inst.

THE AMERICAN MAIL.

The O. & P. steamer *Copie*, with mails, &c., from San Francisco to the 21st ult., via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 29th ult.

The T. K. K. steamer *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 6th inst.

MECHANT SHIPS.

The A. L. steamer *Maria Valeria* left Singapor for this port on the 11th inst.

The A. & E. steamer *Australian*, from Sydney, &c., left Port Darwin on the 6th inst. for Timor, Manila and this port, and is due here on or about 18th inst.

JOINT STOCK SHARES.

Hongkong, 16th June.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	\$90 p.c. premium —\$102.50, sales
China & Manchurian, Do, deferred	21	11.50 25.50
Nat'l. Bank of China	21	22.7, buyers 22.5, sellers
A. Share	21	22.7, buyers 22.5, sellers
B. Share	21	21.10
Foun. Shares	21	21.10
Bell's Asbestos E. A.	21	21.10, buyers
Campbell, Moore & Co.	21	21.10, buyers
China-Borneo Co., Ltd.	21	21.8, sellers
China Light & Power Co., Ltd.	21	20, nominal
China Prov. L. & M.	21	\$10.35, buyers
Cigar Companies	21	\$10.12, buyers
Cotton Mills—		
Ewo	Tls. 100	Tls. 50.
International	Tls. 100	Tls. 40.
Laou Kung Mow	Tls. 100	Tls. 35.
Suychein	Tls. 100	Tls. 25.
Yahlong	Tls. 100	Tls. 74.
Hongkong	Tls. 100	Tls. 64.
Dairy Farms	21	21.1, buyers
Fenwick & Co., Geo.	21	21.1, sellers
Green Island Cement	21	21.1, buyers
H. & C. Bakery	21	20.50
Hongkong & C. Gas	21	21.10, buyers
Hongkong Electric	21	21.10, buyers
H. H. L. Tramways	21	22.25, buyers
Hk. Steam Water-boat Co., Ltd.	21	21.25, buyers
Hongkong Hotel	21	21.75, buyers
Hongkong Ice	21	21.00, buyers
H. & K. Wharf & G.	21	21.00, buyers
Hongkong Rope	21	21.00, buyers
H. W. Dock	21	21.00, buyers
Insurance—		
Canton	21	21.00, sellers
China Fire	21	21.00, sellers
China Traders	21	21.00, sellers
Hongkong Fire	21	21.00, sellers
No. 11 China	21	21.00, nominal
Straits	21	21.00, nominal
Union	21	21.00, nominal
Yangtze	21	21.00, nominal
Land and Building—		
Hongkong Land Inv.	21	21.00, buyers
Humphreys Estate	21	21.00, buyers
Kowloon Land & B.	21	21.00, buyers
West Point Building	21	21.00, buyers
Luzon Sugar	21	21.00, buyers
Manila Invest. Co., Ltd.	21	21.00, buyers
Mining—		
Charbonnages	Fcs. 270	\$22.
Jebele	21	21.00, sellers
Queen's Mines, Ltd.	21	21.00, sellers
Oliver's Mines, A. B.	21	21.00, sellers
Panjim	21	21.00, sellers
Do, Preference	21	21.00, sellers
Raubs	21	21.00, sellers
New Amy Dock	21	21.00, nominal
Oriente Hotel, Manila	21	21.00, nominal
Philippine Tobacco	21	21.00, nominal
Trust Co., Ltd.	21	21.00, nominal
Alhambar	21	21.00, nominal
Robinson Piano Co., Ltd.	21	21.00, nominal
Steamship Coys.—		
China and Manila	21	21.00, buyers
China Mutual	21	21.00, buyers
China Ordinary	21	21.00, buyers
Do	21	21.00, buyers
Douglas Steamship	21	21.00, buyers
H. & C. Canton and M.	21	21.00, buyers
Indo-China S. N.	21	21.00, buyers
Shell Transport and Trading Co.—		
Star Ferry	21	22.2, buyers
Tesman Planting Co.	21	21.00, buyers
United Asbestos	21	21.00, buyers
Do	21	21.00, buyers
Wanchai Warehouse	21	21.00, nominal
Watkins, Ltd.	21	21.00, sellers
Watson & Co., A. S. Co., Ltd.	21	21.00, buyers
Universal Trading Co., Ltd.	21	21.00, buyers
VEENON & SMYTH, Brokers		

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTEE, 14th JUNE, P.M.

STATION.	Hour.	Barometer reduced to sea level and wind direction force	Temperature and humidity	Wind direction force	Weather.
Vidivostock	2 p.				
Tokyo	20.74				
Koati	20.72				
Kagoshima	20.72				
Taihoku	20.84				
Taihu	20.84				
Kosho	20.84				
Pescadores	20.83				
Gutzlaff	20.83				
Amoy	20.75				
Swatow	20.83				
Canton	20.83				
Hongkong	20.71				
Victoria Peak	20.70				
Gap Rock	20.70				
Hainan	20.70				
Maiau	20.84				
Bacolod	20.84				
Cebu	20.83				
C. S. James	20.83				
Vidivostock	7 a.				
Tokyo	20.81				
Koati	20.81				
Nagasaki	20.81				
Kagoshima	20.81				
Taihoku	20.83				
Taihu	20.83				
Kosho	20.83				
Pescadores					